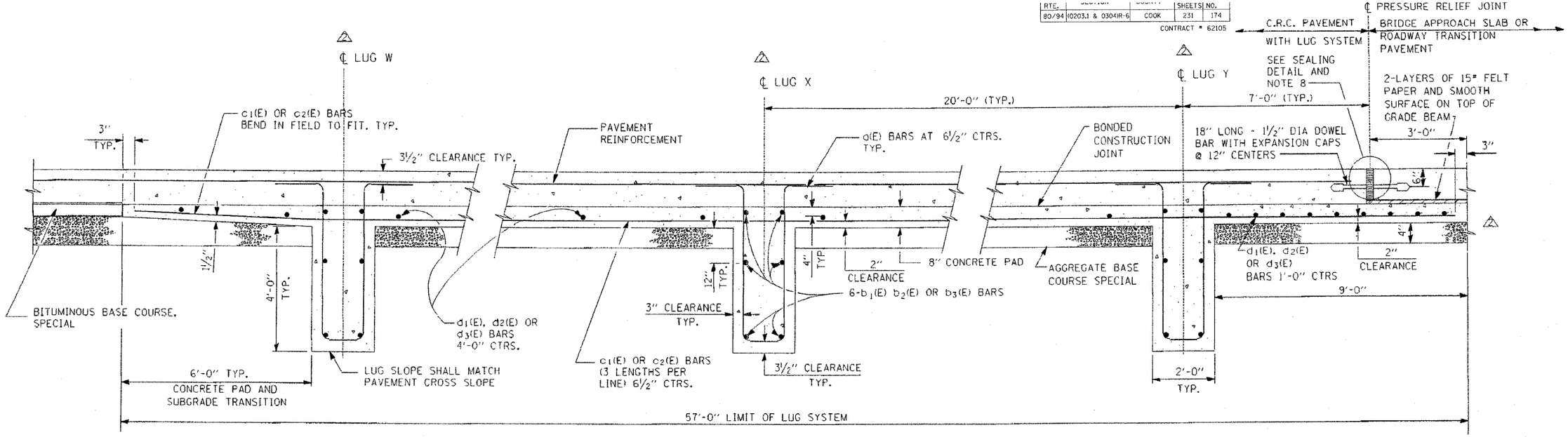
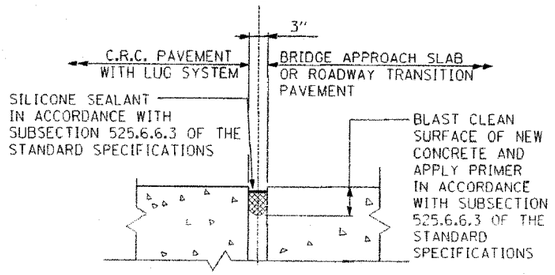
RTE.	SECTION	COUNTY	SHEETS	NO.
80/94	0203.1 & 0304IR-6	COOK	231	174

CONTRACT # 62105



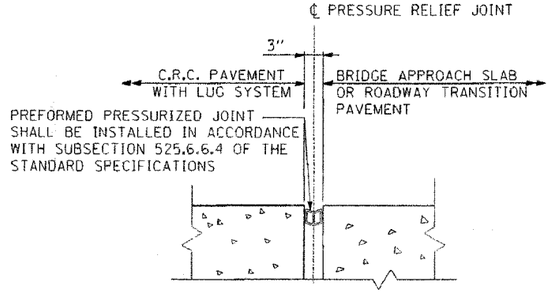
SECTION AT LUG W



SEALING DETAIL ALTERNATE "A"

(SECTION 436 AND 525.6.6 OF STD. SPECS.)

SECTION AT LUG X



SEALING DETAIL ALTERNATE "B"

(SECTION 436 AND 525.6.6 OF STD. SPECS.)

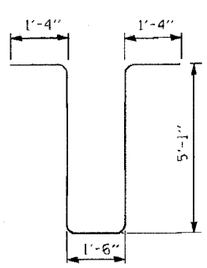
SECTION AT LUG Y

MATERIALS REQUIRED FOR ONE LUG SYSTEM

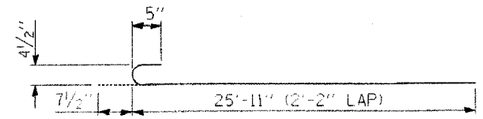
(EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT)

BAR	QTY.	SIZE	LENGTH	SHAPE	LANE WIDTH
a(E)	345	No. 8	14'-4"		ALL
b1(E)	18	No. 5	26'-6½"		1,2
b2(E)	18	No. 5	27'-2"		3,4
b3(E)	18	No. 5	13'-10½"		5
c1(E)	230	NO. 5	21'-0"		ALL
c2(E)	115	NO. 5	18'-10"		ALL
d1(E)	23	No. 4	25'-5"		1,2
d2(E)	23	No. 4	26'-8"		3,4
d3(E)	23	No. 4	13'-3"		5

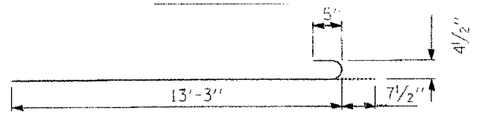
CONCRETE, CU. YDS.	104
REINFORCING BARS EPOXY COATED, LBS.	22,770
AGGREGATE BASE COURSE SPECIAL, SQ. YDS.	354
DOWEL BARS, EACH	64
PRESSURE RELIEF JOINT, LF	62.5



BAR a(E)



BAR b1(E)



BAR b3(E)

NOTES

1. SEE STANDARD DRAWING SD XX-43 FOR DETAILS OF PAVEMENT REINFORCEMENT.
2. SEE STANDARD DRAWING SD XX-46 FOR DETAILS OF JOINTS AND TIE BARS NOT SHOWN.
3. SEE STANDARD DRAWING SD XX-9 AND SD XX-10 FOR DETAILS OF BRIDGE APPROACH SLAB OR SD XX-47 FOR DETAILS OF ROADWAY TRANSITION PAVEMENT.
4. REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A615), GRADE 60, DEFORMED BARS.
5. REINFORCEMENT BARS DESIGNATED "E" SHALL BE EPOXY COATED.
6. REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURE", ACI 315, LATEST EDITION.
7. REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
8. PRESSURE RELIEF JOINT AND DOWEL BARS INCLUDED IN THE COST OF THE LUG SYSTEM.
9. COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES POURED AGAINST EARTH AND 2" FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.
10. MINIMUM LAP LENGTHS #5 BARS: 2'-2", #4 BARS: 1'-8".
11. REFER TO CONTRACT DOCUMENTS FOR THE CLASS OF CONCRETE TO BE USED.
12. SAWED AND CONSTRUCTION JOINTS MAY BE INTERCHANGED TO MATCH MAINTENANCE OF TRAFFIC. JOINTS SHOWN ARE FOR NEW CONSTRUCTION.
13. THICKNESS OF MATERIALS IS PROJECT SPECIFIC. REFER TO PROJECT PLANS FOR DETAILS.
14. QUANTITIES LISTED IN TABLE HAVE BEEN ROUNDED AS FOLLOWS:
    - CONCRETE TO NEAREST CU YD
    - REINFORCING BARS TO NEAREST 10 LBS
    - AGGREGATE BASE COURSE, SPECIAL TO NEAREST SQ YD

APPROVED Jeff Bailey CHIEF ENGINEER DATE 1-30-2004

CTE ENGINEERS
CONSOER TOWNSEND ENVIRODYNE ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION
1	2-25-04	REVISED EXPANSION JOINT AND QUANTITY ADJUSTMENTS
2	6-22-04	REVERSED SEALING DETAILS /MISC.

STANDARD SD 04-42

5-LANE CRC PAVEMENT (WITH LUG SYSTEM)

MD-15